

What is claimed is:

1. A suspension arrangement structure for a vehicle for transmitting drive force to wheels from an engine side, in the order of a transmission, a reduction gear mechanism and a differential mechanism comprising: a vehicle frame being mounted with left and right suspension arms in a moveable manner, each suspension arm being attached with a wheel wherein the differential mechanism is arranged below the transmission and the reduction gear mechanism, and the suspension arms are arranged to the front and rear of the differential mechanism.
2. The suspension arrangement structure of claim 1 wherein the suspension arms are independently moveable with respect to each other.
3. The suspension arrangement structure of claim 1 wherein the suspension arms are independently moveable with respect to the vehicle frame.
4. The suspension arrangement structure of claim 1 wherein the wheels are driving wheels moveable independently in a vertical direction with respect to each other.
5. The suspension arrangement structure of claim 1 further comprising a shock absorber linked to the right and left suspension arms.
6. The suspension arrangement structure of claim 1 wherein the wheels are driving wheels moveable independently in a vertical direction with respect to the vehicle frame.
7. The suspension arrangement structure of claim 1 further comprising a swing mechanism operatively

connected to the vehicle frame whereby the swing of the vehicle frame is prevented from becoming severe when the vehicle is cornering.

8. The suspension arrangement structure of claim 7 wherein the swing mechanism comprises a connecting member operatively connecting the swing mechanism and left and right suspension arms.

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9. A suspension arrangement structure for a vehicle for transmitting drive force to wheels from an engine side, in the order of a transmission, a reduction gear mechanism and a differential mechanism comprising: a vehicle frame being mounted with left and right suspension arms in a moveable manner, each suspension arm being attached with a wheel and a left and right drive shaft connecting the differential mechanism with a wheel wherein the differential mechanism is arranged below the transmission and the reduction gear mechanism, and the drive shafts are arranged to the front and rear of the differential mechanism.

10. The suspension arrangement structure of claim 9 further comprising a shock absorber linked to the right and left suspension arms.

11. The suspension arrangement structure of claim 9 further comprising a swing mechanism operatively connected to the vehicle frame whereby the swing of the vehicle frame is prevented from becoming severe when the vehicle is cornering.

12. The suspension arrangement structure of claim 9 wherein the swing mechanism comprises a connecting member operatively connecting the swing mechanism and left and right suspension arms.

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13. A suspension arrangement structure for a vehicle for transmitting drive force to wheels from an

engine side, in the order of a transmission, a reduction gear mechanism and a differential mechanism comprising: a vehicle frame being mounted with left and right suspension arms in a moveable manner, each suspension arm being attached with a wheel; a left and right drive shaft connecting the differential mechanism with a wheel, and a means operatively connecting the vehicle frame and the suspension arms to prevent vehicle swing from becoming severe when the vehicle is cornering wherein the differential mechanism is arranged below the transmission and the reduction gear mechanism, and the drive shafts are arranged to the front and rear of the differential mechanism.